

CLASSIFICATION ~~SECRET~~ [REDACTED]

CENTRAL INTELLIGENCE AGENCY

REPORT NO. [REDACTED]

25X1

INFORMATION REPORT

CD NO.

COUNTRY Czechoslovakia

CONFIDENTIAL

DATE DISTR. 2 Feb. 1950

SUBJECT Aircraft Engine Repair Plant
in Prague-Malesice

NO. OF PAGES 2

PLACE
ACQUIRED [REDACTED]

25X1

NO. OF ENCLS.
(SEE BELOW)DATE OF
INFO.

25X1

SUPPLEMENT TO
REPORT NO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE
OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT OF
U. S. C., 51 AND 52, AS AMENDED. ITS TRANSMISSION OR THE REVELATION
OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PRO-
HIBITED BY LAW. REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

25X1

25X1

1. Location:

In PRAGUE-MALESICE, on the Cernokostelecka River
(O 51/L 88) (February 1949)

2. Work Force:

About 2,000 working in three shifts. (February 1949).
Information of May and July 1949 [REDACTED]
gave the work force as 300 workers in one shift (from
6:30 a.m. to 4:30 p.m.)

25X1

3. Production:

a. Assembly of aircraft engines for He-109s in Febru-
ary 1949. The finished engines were shipped to the
LETNANY airfield. As a by-product gun barrels were manu-
factured from German tanks left in the country. A hun-
dred lathes were available for this purpose. The finished
barrels were stored in the plant. [REDACTED]

25X1

b. [REDACTED] damaged aircraft were torn
down and assembled in the plant. Aircraft engines and
turbines were also manufactured. The finished engines

25X1

CLASSIFICATION ~~SECRET~~ [REDACTED]

[REDACTED] 6

25X1

STATE	<input checked="" type="checkbox"/>	NAVY	<input checked="" type="checkbox"/>	NSRB	<input checked="" type="checkbox"/>	DISTRIBUTION														
ARMY #	<input checked="" type="checkbox"/>	AIR #	<input checked="" type="checkbox"/>	FBI	<input checked="" type="checkbox"/>															

Auth: HR 70-2
Date: 12 JUN 1979 By: [REDACTED]

25X1

~~CONFIDENTIAL~~

were shipped to the KDELJ and RUZYNE airfields where they were installed in airframes. Eighteen aircraft were assembled each week. (July 1949).

25X1

25X1 c. [] the repair of Jumo-211, Argus-411 and Hirth engines in addition to Soviet engines. Rate of production was given as two or three Jumo-211 and As-411 per day. (May 1949). [] that about 40 turbo-jet engines were stored in the plant.

25X1

4. Personnel:

25X1 a. [] Eng. ZVACEK was named as plant manager in May 1949. [] in July 1949, Eng. ZVACEK, 64 years old, was retired with a pension but his replacement was not known. His deputy was Eng. CIFKA, 35 years old.

25X1

b. Antonin UHER, 35 years old, was chief of the disassembly department.

In charge of:

Assembly department: FRIEDRICH, 45 years old
Inspection of turbines: Eng. CIFKA
Assembly of turbines: Antonin BERGER, 27 years old

25X1

[] Comment:

a. The aircraft engine repair plant on the eastern edge of PRAGUE was a subsidiary of the CKD Engine Plant during the war. It is now a repair plant that also produces engine spare parts. A work force of about 300 working in one shift as stated in the report is considered correct.

b. Eng. ZVACEK, manager of the plant, as a lieutenant colonel, was previously chief of the engine department of the VTD/II Plant in LETNANY and prior to that director of the state-owned aircraft plant in LETNANY.

25X1

c. [] only repair on German aircraft engines left in the country is done in the plant. Production of special engine types or turbines is not assumed to be carried on there.

25X1

~~CONFIDENTIAL~~